

BDCP

BAY DELTA CONSERVATION PLAN

ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

— Comment Card —

Date: 5/30/2008

PLEASE PRINT

Name: Matthew Henry Organization: Greene and Henry

Telephone: 916 775 1379 e-mail: Matt@GreeneandHenry.com

Address: 11275 St Hwy 160,

City: Concord State: CA Zip: 95615

☒ Yes, I would like to be added to your e-mail list.

Your input on the BDCP EIR/EIS is greatly appreciated. Please write your comments below, including comments on the extent of the action, range of alternatives, methodologies for impact analysis, types of impacts to evaluate, and possible mitigation concepts. Comments will be accepted until close of business on May 30, 2008.

Please submit your comments at station 6 at this scoping meeting, or fold this form in half, seal with tape and mail to:

Ms. Delores Brown, Chief, Office of Environmental Compliance, Department of Water Resources, P.O. Box 942836, Sacramento, CA 94236.

You may also e-mail your comments to BDCPcomments@water.ca.gov. **Comments must be received by May 30, 2008.**

Greene and Hemly grows pears apples cherries and kiwis in the proposed Bay Delta Conservation Plan area. We have some concerns about the effect of the proposed BDCP. It is difficult to formulate these concerns because the people who spoke at the April 30, 2008 scoping meeting like Barbra McDonald, Carl Wilcox, Sue Fry, Monica Gutierrez and Rick Sanchez insisted that there are no actual plans drawn up. All we can comment on are rumors and speculation on what might be included in this plan. Our understanding is that there is a vague idea to seize property and turn it into a wildlife habitat. Also we understand a peripheral canal is to be built to move water to Southern California from the northern part of the Delta. Our concerns are generally economic and focused on what would be included in the BDCP Cost Benefit Analysis.

Was the April 30th meeting used to comply with NEPA requirements?

We wonder what species in the increased habitat area are to be benefited? Why are these species deemed valuable? What is their value and to whom? Have there been pilot projects demonstrating that the species intended to be benefited by the project have indeed benefited from similar projects on a smaller scale? Will the uncertainty of the projects anticipated benefits be included in the project's Cost Benefit Analysis?

How will construction of the project affect traffic immediately adjacent to the project and to surrounding areas? What will be the County and State costs for the additional wear and tear on the roads? Who will bear the costs for these additional repairs? Increased traffic will make the roads more dangerous thereby increasing the numbers of accidents on these roads. How will the value of public safety and the value of local citizen's lives be calculated?

How will traffic flows in the projects area be affected? What will be the impact of altered accessibility in the region, (for example: at projects completion if a farmer has to haul his crop additional miles to market, his profitability decreases) how will that cost be calculated? How will the costs of increased driving upon local citizens be calculated?

When areas are removed from agricultural production many people are affected. Service providers such as fertilizer suppliers, farm equipment mechanics, and local food markets will all lose customers. How will the BDCP Costs Benefit Analysis calculate how many businesses will lose customers and what the financial impact on these service providers will be? Obviously local service companies will lose efficiencies of scale from the smaller market size thereby becoming more expensive to operate. How will this be calculated? These higher costs will be passed onto remaining customers, how will it affect them?

Many of the people working within the proposed site for habitat restoration are farm workers. Farm work requires site specific skills. The interaction between soil climate and equipment is very different in a place like Grand Island than even in a nearby place like Davis. When farm workers are displaced from the project areas they will not be able to find other positions without losing seniority. What is the economic impact on these workers and how will it be measured?

There is an intangible value to living and working in an area beyond the value of house and land which will be permanently destroyed by the project. People will need to relocate. How will that be measured?

Changing the ecology of the area will alter the pest species mix in farms adjacent to the project. Are the increased pest control and mitigation costs for pest such as Stink Bug, Box Elder Bugs, and Coyotes to be included as costs of the project? How would these estimated costs be figured?

The Peripheral Canal portion of the BDCP will require lots of rock, cement trucks and labor. Increased demand for these people and goods will affect their availability. What will that do to their market price? How will it affect companies using these goods not directly affiliated with the project? Will the inflationary price for these goods be considered as a cost of the project in the Cost Benefit Analysis? What would the inflationary pressure of the project be to the local economy?

Matthew Hemly, Greene and Hemly